

Message Text

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AMEMBASSY ROME ITALY
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SUBJECT : BAHRAIN INTERNATIONAL AIRPORT: CONTINUED GROWTH
IN 1976

REF : MUSCAT 402

1. STATISTICAL COMPARISONS BETWEEN VOLUME OF TRAFFIC,
NUMBER OF PASSENGERS SERVED, VOLUME OF GENERAL AND MAIL CARGO
BETWEEN 1975 AND 1976 AT BAHRAIN INTERNATIONAL AIRPORT REFLECT
CONTINUING, IN SOME CATEGORIES SPECTACULAR, GROWTH. BAHRAIN
IS NOW SERVED BY TWENTY-NINE AIRLINES, INCLUDING PANAM AND
TWA WHICH INTRODUCED WEEKLY SERVICES IN LATE 1976 AND EARLY
1977, RESPECTIVELY. TWA WAS REINTRODUCING SERVICE TO THE
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GULF (PREVIOUS SERVICE POINT WAS DHAHRAN) AFTER ABSENCE OF
SEVERAL YEARS.

2. AIRCRAFT MOVEMENT: AVERAGE DAILY USAGE BY FIFTY AIRCRAFT
IN 1976 FOR A TOTAL OF 17857 ARRIVING AND AN EQUAL NUMBER OF
DEPARTING AIRCRAFT. THIS IS A TWENTY-FOUR PERCENT INCREASE
OVER THE 1975 FIGURE OF 14459 AIRCRAFT.

3. PASSENGERS: EMBARKING PASSENGERS TOTALED 446,547 IN 1976 (AN INCREASE OF 74 PERCENT OR 190,565 PASSENGERS OVER 1975). DIS-EMBARCKING PASSENGERS TOTALED 435,806 IN 1976 (AN INCREASE OF 98 PERCENT OR 216,053 PASSENGERS OVER 1975). TRANSIT PASSENGERS INCREASED BY 28 PERCENT IN 1976 (OR 164,407 OVER 1975).

4. CARGO (IN KILOGRAMS): IMPORTS INTO BAHRAIN INCREASED BY A STAGGERING 121 PERCENT IN 1976 TO 12.2 MILLION KILOGRAMS (5.5 MILLION KILOGRAMS IN 1975). EXPORTS FROM BAHRAIN INCREASED BY 21 PERCENT IN 1976 TO 2.7 MILLION KILOGRAMS (2.2 MILLION KGS IN 1975).

5. MAIL: (IN KILOGRAMS): INCOMING MAIL TO BAHRAIN INCREASED BY 47 PERCENT TO 486,845 KILOGRAMS (331,628 IN 1975); OUTGOING MAIL INCREASED BY 56 PERCENT TO 440,913 KILOGRAMS (283,105 KILOGRAMS IN 1975).

6. USAGE OF AIRPORT BY NATIONALITY: PATTERNS OF USAGE OF THE AIRPORT CONTINUED IN 1976 AS PREVIOUSLY. THE OVERWHELMING MAJORITY OF ARRIVALS AND DEPARTURES CONSISTED OF NATIONALS (IN ORDER OF FREQUENCY OF USE) OF: (A) SAUDI ARABIA; (B) UNITED ARAB EMIRATES; (C) QATAR; (D) UNITED KINGDOM; (E) KUWAIT; (F) PAKISTAN; (G) INDIA; (H) IRAN; (I) OMAN; (J) IRAQ.

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7. THE MODERN AND GENERALLY WELL-MAINTAINED BAHRAIN INTERNATIONAL AIRPORT EFFECTIVELY DOUBLED ITS PHYSICAL SIZE DURING LATE 1976/EARLY 1977 SO THAT IT CAN NOW HANDLE SEVEN 747'S SIMULTANEOUSLY. BAGGAGE HANDLING REMAINS A SERIOUS PROBLEM; THE ORGANIZATION AND TECHNICAL ABILITY WHICH CHARACTERIZE MOST OF THE AIRPORT MANAGEMENT COLLAPSES IN THE BAGGAGE SECTION. TRANSIT PASSENGERS MAKING REGIONAL CONNECTIONS CONTINUE TO COMPLAIN OF DELAYED AND MISPLACED BAGGAGE. IT USUALLY TURNS UP, I.E., IT IS NOT STOLEN, BUT OFTEN AFTER A TWO-THREE DAY DELAY.

8. AS NOTED REFTTEL, SEVERAL MAJOR INTERNATIONAL AIRLINES HAVE BEEN CHANGING THEIR PATTERNS OF USAGE OF REGIONAL AIRPORTS. BRITISH AIRWAYS, SINGAPORE AND QANTAS HAVE BEEN GRADUALLY MOVING THEIR LONG-DISTANCE LONDON-SINGAPORE TRANSIT/REFUELING STOPS FROM BAHRAIN TO MUSCAT AND DUBAI. ON THE OTHER HAND, SOME OF THOSE SAME AIRLINES -- ESPECIALLY BRITISH -- ARE ACTUALLY USING BAHRAIN MORE THAN EVER -- BUT FOR LONDON/GULF TRISTAR AND 737 TERMINATING FLIGHTS. AS INDICATED BY THESE STATISTICS, BAHRAIN INTERNATIONAL AIRPORT IS IN NO DANGER OF BEING DISPLACED BY LOWER GULF AIRPORT; ON THE CONTRARY, ITS CHALLENGE IS KEEPING ITS INSTITUTIONAL HEAD ABOVE WATER IN VIEW

OF THE RAPIDLY INCREASING DEMANDS MADE UPON IT.
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